

## REMARKS/ARGUMENT

The Preliminary Amendment is being submitted to change the multiple dependent claims to single dependent claims in order to eliminate the multiple dependent claims and to reduce the government filing fee.

### EXPRESS MAIL CERTIFICATE

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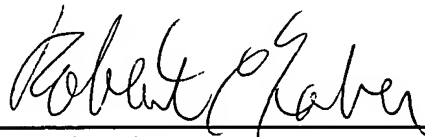
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January 9, 2002

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Respectfully submitted,



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**APPENDIX B**  
**VERSION WITH MARKINGS TO SHOW CHANGES MADE**  
**37 C.F.R. § 1.121(b)(iii) AND (c)(ii)**

**CLAIMS:**

4. (Amended) The shaft drive unit (1) as claimed in [one of claims] claim 1 [to 3], wherein the convertor unit (11) is arranged on the external circumference (14) of the housing (12) of the electrical drive machine (4).

5. (Amended) The shaft drive unit (1) as claimed in [one of claims] claim 1 [to 4], wherein the converter unit (11) is arranged in the housing of the electrical drive machine (4).

6. (Amended) The shaft drive unit (1) as claimed in [one of claims] claim 1 [to 3], wherein the converter unit (11) is arranged on one end surface (13) of the electrical drive machine (4).

7. (Amended) The shaft drive unit (1) as claimed in [one of claims] claim 2 [to 6], wherein the means for mechanical coupling between the electrical machine (4) and the converter unit (11) associated with it comprise connection means (21, 22) whose elements (4, 11) which are to be connected to one another are designed to be mutually complementary and to allow a force-fitting connection.

8. (Amended) The shaft drive unit (1) as claimed in [one of claims] claim 2 [to 6], wherein the means for mechanical coupling between the electrical machine (4) and the converter unit (11) associated with it comprise connection means (21, 22) which are designed to be mutually complementary and allow an interlocking connection.

9. (Amended) The shaft drive unit (1) as claimed in [one of claims] claim 1 [to 8], distinguished by the following features:

- 9.1 a large number of braking resistor units (10.1, 10.2, 10.3) are provided;
- 9.2 the braking resistor units (10.1, 10.2, 10.3, 10.4, 10.5) are grouped, in one view, onto the wheel shaft (3) in the axial direction in a plane in an annular shape around the circumference of the input or output drive shaft (28) of the electrical machine (4) or of the wheel shaft (3).

10. (Amended) The shaft drive unit (1) as claimed in [one of claims] claim 1 [to 9], wherein each braking resistor unit (10.1, 10.2, 10.3) has a geometrical structure which, in the circumferential direction of the input or output drive shaft (28) of the electrical machine (4) or of the wheel shaft (3), at least partially encloses said input or output drive shaft (28).

13. (Amended) The shaft drive unit (1) as claimed in [one of claims] claim 1 [to 12], wherein the electrical machine (4) is in the form of a transverse flux machine.

14. (Amended) A drive system

- 14.1 having a shaft drive unit (1) as claimed in [one of claims] claim 1 [to 13];
- 14.2 having a power supply system for the shaft drive unit (1);
- 14.3 the power supply system comprising a fuel cell which is electrically connected to the electrical machine.

15. (Amended) A drive system

- 15.1 having a shaft drive unit (1) as claimed in [one of claims] claim 1 [to 13];
- 15.2 having a power supply system for the shaft drive unit (1);
- 15.2 the power supply system comprising an internal combustion engine, an electrical machine which can be mechanically coupled to it and can be operated as a generator in the traction mode, and an electrical coupling for connecting the power supply system to the electrical machine (4) for the shaft drive (1).